





## INTIMATION.



**A. S. WATSON & CO.,**  
LIMITED.

IMPORTERS OF HIGH-CLASS  
**SHERRIES.**

- B. SUPERIOR PALE DRY.** Good  
Dinner Wine, Green Seal Capsule \$10.80
- C. MANZANILLA PALE**  
NATURAL SHERRY. White  
Capsule 12.00
- CC. SUPERIOR OLD PALE**  
DRY, NATURAL SHERRY.  
Red Seal Capsule 12.00
- D. VERY SUPERIOR OLD PALE**  
DRY, CHOICE OLD WINE.  
White Seal Capsule 14.40
- E. EXTRA SUPERIOR OLD**  
PALE DRY, VERY FINEST  
QUALITY (Old Bottled). Black  
Seal Capsule 20.40

B, C, and CC are excellent dinner Wines.  
D and E are after-dinner Wines of a very  
superior vintage. ALL ARE GUARAN-  
TEED PURE XERES WINES.

We guarantee our Wines and Spirits to be  
genuine only when bought direct from us  
in the Colony or from our authorised  
Agents at the Coast Ports.

**A. S. WATSON & CO.**  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VUEX ROAD, C1  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 17th July, 1901

The occurrence at last of a period of  
twenty-four hours without a single case of  
plague or a death therefrom will be hailed with  
a general feeling of relief by every resident in  
Hongkong. It would be premature, perhaps,  
to say that this year's attack is ended, but  
at any rate the disease in its epidemic form  
has died completely away. Last year two  
fatal cases occurred at the end of November,  
while in the previous month there were  
thirteen cases and an equal number of  
deaths, and in the July-September quarter  
both cases and deaths were over 300. We may  
reasonably therefore congratulate ourselves  
that we seem this year to have passed  
through our troubles much more rapidly.  
The intensity of the attack has been nearly  
double this year what it was last. At noon  
of the 16th July last year the cases for the  
year had just passed 900, while the deaths  
were over 840. This year the record stands  
at 1,562 cases and 1,489 deaths. During  
the week which ended on the 14th July,  
1900, there were 57 cases and 58 deaths.  
Last week there were 26 cases and 21  
deaths. As, moreover, the past three  
weeks' record together amounts to 135 cases  
and 127 deaths, it will readily be seen  
with how much greater fury this year's  
epidemic has raged than in 1900. The total  
figures for last year reached 1,092 cases and  
1,034 deaths, the mortality therefore being  
considerably higher than it is this year—a  
fact which is accounted for by the larger  
number of non-Chinese attacked this year.  
In 1900 only 28 cases and 15 deaths were  
among the non-Chinese. This year there  
have been 28 cases and 9 deaths among  
the Europeans alone, and among the non-  
Chinese altogether 79 cases and 43 deaths.  
It is too early at this period to draw any  
conclusion from the figures or to make  
sound comparisons with other years of  
epidemic. But it can be stated that the  
attack from which we seem just to have  
recovered was of an entirely different nature  
from that of last year. It has been much  
more violent in kind, and we trust it will  
prove to be much shorter in duration.

No fresh plague cases or deaths were reported  
during the 24 hours ending at noon yesterday.

On Monday night H.M.S. *Daphne* went out  
for practice and H.M.S. *Firebrand* left for  
Canton.

Mr. A. Hsieh, H. M. Consul at Newchwang,  
left Shanghai for his post by the *Canton* on  
the morning of the 11th inst.

The new Commander-in-chief of the British  
forces in Shanghai having expressed a desire  
to inspect the Volunteers, that corps mustered  
on the Race-course, Shanghai, to-day.

We learn that, subject to audit, the Direc-  
tors of the Hongkong and Shanghai Banking  
Corporation will recommend at the forthcom-  
ing meeting a dividend of £1 10s. per share;  
the addition of \$750,000 to Reserve Fund; and  
the carrying forward of about \$1,475,000.

Countess von Walderssee last month received  
a telegram from her husband, which concluded  
with the words—*Adieu, and of July.* The  
Field Marshal has intimated that he will  
take the waters at Homburg, in the Taunus  
Mountains, immediately after his return to  
Germany.

In order to study Chinese customs and those  
of Eastern Asia, Dr. Borthold Linder, who is  
connected with the Museum of Natural History  
at New York, will leave soon for Peking,  
where he will enter a Buddhist temple and  
live for a year. He is a good linguist and  
speaks and writes Chinese easily, but whether  
he will succeed in his desires remains to be seen.

At the Commemoration Day ceremonies of  
Columbia University on the 12th ult., Mr.  
Seth L. W., the president, announced that an  
anonymous benefactor had made a donation of  
\$20,000 to the University for the foundation of  
a chair for the study of the Chinese language,  
literature, and customs. Mr. W., in announc-  
ing that the chair would be established forth-  
with, pointed out the growing importance of  
the intercourse between China and the United  
States.

At the recent annual general meeting of the  
German Colonial Association, held at Lübeck,  
under the presidency of Duke Johann of Meck-  
lenburg-Schwerin, a resolution was passed "to  
beg the Imperial Chancellor to consider the  
desirability of increasing the number of German  
Consulates in the Yangtze Valley, and in  
particular of establishing a Consulate at  
Chungking." During the discussion the value  
of the work done by Herr Knappe, the German  
Consul-General at Shanghai, was warmly  
recognised.

According to the report of the Army Medical  
Department for 1899, which is more than  
usually belated, the ratios of sickness in China  
were higher than in 1898, chiefly due to the  
increase of admissions for malarial fevers.  
This is stated to be attributable to some extent  
to the arrival of a regiment which suffered  
severely while in Crete during the previous  
summer. Plague was again epidemic among  
the civil population, but the troops enjoyed  
comparative immunity, only two admissions  
and one death occurring.

The fixtures in connection with the Hongkong  
Water Polo Challenge Shield have just been  
published, and are as follows:—First round—  
25th July: R.W.F. (Right) v. V.B.C. "B"  
team; others draw byes. Second round—26th  
July: V.B.C. "A" team v. H.M.S. *Janus*;  
28th August: R.W.F. (Left) v. R.A. 25th Co.,  
E.D.; 9th August: V.B.C. "C" team v. R.A.  
25th Co., S.D.; 10th August: R.A. 38th Co.,  
S.D., v. winners of the first round. All matches  
must be played at the V.B.C., Kowloon, and  
will commence on each day at 3.45 p.m., sharp.

A Chinese thief took a particular fancy to  
house No. 15c, Wellington Street, which is  
undergoing repairs, and for several evenings  
paid the inmates visits while they were down-  
stairs at their meal, walking away with various  
articles such as bedding, etc., and even some of  
the bamboos comprising the scaffolding around  
the house. But on Monday night he was  
detected by the owner of the house in the act  
of carrying off some other things. The owner  
gave the alarm, and the thief in his haste to  
escape fell and severely hurt his ankle. He had  
to be carried to the hospital, attended by a con-  
sable.

A Calcutta telegram of the 28th ult. says:—  
"Under instructions from Government the  
Marine authorities in Calcutta have chartered  
yet another transport, the *Katpong*, to proceed  
to Hongkong to bring back troops. She will be  
fitted up as a troopship for cavalry." Simla  
despatches give the following dates for the  
Indian troops leaving Hongkong this month:—  
The *Sumatra* with a detachment of the 16th  
Bengal Cavalry and Miscellaneous Head-  
quarters Staff on the 20th; the *Glengyle* with  
the 20th Bengal Infantry, the *Milkotia*  
Sappers and Staff of the 3rd Brigade on the  
20th, and the *Necesse* with No. 4 Co. Bengal  
Sappers and No. 2 Co. Bombay Sappers on the  
21st July.

The almost entire immunity of the Chinese  
in Cape Colony from plague is astonishing.  
The following is the last report to hand by the  
mail:—Plague report for week ending 8th  
June.—Cases, Europeans, four; coloured, two;  
Malay, four; Indian, Chinese, natives, none—  
total, ten. Corpses found, Europeans, none;  
coloured, two; Indian, one; Malay, Chinese,  
natives, none—total, three. Deaths, including  
corpses found, Europeans, one; coloured, five;  
Malay, one; Indian, one; Chinese, natives, none—  
total, eight. Total cases, Europeans, 180;  
coloured, 313; Malay, 53; Indian, 11; Chinese,  
one; natives, 142—total, 700. Total deaths,  
Europeans, 58; coloured, 164; Malay, 36; Indian,  
nine; Chinese, none; natives, 59—total, 326.  
One case under naval and military control. Area  
of infection remains unchanged.

H.M. sloop *Mutine*, which is to be sent to the  
China Station, has recently been completed by  
Messrs. Laird. She is of 93 tons displacement  
and 1,400 h.p. She carries six 4-in. Q.F. and  
four 3-pr. guns, has a speed of 13.25 knots, and  
her complement is 130 men.

To provide means of bringing home a large  
portion of its Expeditionary Corps in China,  
the French Government last month chartered  
the *Adone*, *Saint*, *Guadalupe*, *Alexandra III*,  
*Saint Pierre*, *Mosita*, *Gallia*, *Chelon*, and  
another vessel, belonging to various French  
navigation companies.

A court of inquiry opened last month at  
Portsmouth into the breakdown of the steering  
gear of the *Crescy*. It was feared that the ship  
would be detained some six weeks. The  
accident is exceptionally unfortunate, as the  
Admiralty were anxious to send this new type  
of cruiser to the China Station. It is said that  
someone tampered with the steering gear, but  
whether maliciously or otherwise is not stated.

Preparations were last month being made  
for the journey of M. Witte, the Russian  
Finance Minister, to Manchuria. M. Witte  
was to begin his travels in July, providing the  
political atmosphere be as clear and no difficul-  
ties arise in the realm of finance. This journey  
has several objects. Among them are the  
examination of the Siberian railway, and the  
settlement of questions of an industrial and  
commercial nature.

The following statistics are from Dr.  
Albrecht Wirth's *Die Entwicklung Japans von  
den Alten Zeiten bis zur Gegenwart* (The  
Evolution of Japan from the Earliest Times to  
the Present Day):—Asia comprises altogether  
44 million square kilometres. Of this Russia  
owns 17 million square kilometres with 23  
million souls; China, exclusive of Manchuria,  
10.2 million square kilometres with 350 to 400  
million souls; Great Britain 5.3 million square  
kilometres with 297 million souls; Manchuria  
942,000 square kilometres with 6 to 15 million  
souls.

In reply to a question from Mr. Patrick  
O'Brien on the 7th ult. as to why the Royal  
sanction had been refused to an Act passed by  
the Queensland Legislature prohibiting the  
employment of Asiatics and other coloured  
labourers in sugar-mills receiving financial help  
from the Government, Mr. Chamberlain said  
His Majesty's Government have represented to  
the Queensland Government that the Bill in  
question is open to objection on grounds both  
of principle and of policy; first, because it  
embodies a disqualification based solely on place  
of origin, and would therefore exclude British  
subjects in India and elsewhere, not on account  
of any moral, educational, or physical deficiency,  
but solely on difference of race and colour;  
secondly, that it is offensive to Japan, a friendly  
Power, inasmuch as it not only excludes natives  
of that country from employment, but also  
places them in the same category as Asiatics  
generally, without any consideration being paid  
to their state of civilisation.

## A MYSTERIOUS AFFAIR.

More than a month ago Messrs. Johnson & Co.,  
of this colony, despatched, under command of  
Captain Koch, the steam-launch *Kiautechan*  
to Tientsin. The launch had been purchased  
by Messrs. Johnson & Co. for the Kiaochau  
Lighter Co., and was to be used for towing  
purposes. She had 3,000 tons of coal aboard,  
800 tons of water, and a crew of eight Chinese.

A month passed, and the launch failed to  
arrive at Kiaochau, nor could any tidings of  
its whereabouts be gleaned. On the 14th inst.  
the *Daigi Maru* brought two Chinese, one  
an engineer, the other a seaman, to Hongkong.  
They were apparently the only survivors of  
the missing launch, which, according to the  
rescued men's story, was lost by fire three miles  
off Dod Island Lighthouse, Captain Koch and  
the other six men being in all probability  
drowned.

The survivors' story, while clearing up un-  
certainties as to the fate of the launch, envelops  
the disaster in yet a deeper mystery. One  
of them states that, about 9 p.m. on Sunday,  
the 30th ult., he heard cries of "Fire." He  
at once ran on deck and found a fierce fire  
raging in a compartment filled with coal and  
engine oil. How the fire broke out he did not  
know. It was probable that the lamp hanging  
up above the coal exploded and so set fire to coal  
and oil.

The captain at once ordered water to be  
thrown on the blazing mass, but without avail.  
Finding all efforts to extinguish the configura-  
tion useless, he at once steered at full steam  
directly for the coast. Things went on without  
any visible change for fifteen minutes, when  
it was found impossible to steer any longer, the  
heat being so great that no one could stand at  
the wheel. The captain and four men were  
standing at the bow, the rest of the crew at the  
stern. The fire being amidships, it was im-  
possible for the two parties to unite. About  
three miles off Dod Island Lighthouse the  
captain jumped overboard and the men followed  
him. As the life-belts were amidships they were  
unable to obtain any.

The two survivors saw nothing more of  
the captain or the rest of the crew,  
though they saw the launch go down. They  
were picked up by a junk, and later trans-  
ferred to the *Daigi Maru*. After returning  
from that vessel to the scene of the disaster  
and searching for some signs of the captain  
and crew, but finding absolutely nothing, they  
were brought down to this port.

We are informed that the German Consul  
has written to Amoy to make minute inquiries  
into the disaster and to find some trace of  
Captain Koch. No reply has been received as  
yet. It is curious that the burning of the  
launch at night should not have attracted  
attention at Amoy, close to which place is the  
Dod Island Lighthouse, which was, according  
to the story of the survivors, only three miles  
from the burning launch.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 16th July, 5.15 p.m.

PRINCE CHUN IN SHANGHAI—  
GREAT NATIVE RECEPTION.

Prince Chun landed in Shanghai to-day  
and proceeded in a chair, escorted by  
mounted Municipal Sikh Police and Chinese  
soldiers, through two miles of the British  
Settlement to the Taotai's foreign house in  
Bubbling Well Road. The Prince is very  
small and slight, pale and intelligent in  
face, with perfect manners. The streets  
were crowded with Chinese, and the Malak  
or Nanking Road was decorated from  
beginning to end.

THE WAR IN SOUTH  
AFRICA.

LONDON, 15th July, 10 p.m.

GEN. BROADWOOD'S SUCCESS—  
STEYN'S NARROW ESCAPE.

It is officially stated that General Broad-  
wood surprised Commandant Reitz, capturing  
Steyn's "Government" and his papers.  
Steyn himself escaped without his coat.

## THE PRISONERS.

The *Daily News* correspondent says that  
twenty-nine prisoners were captured, includ-  
ing two generals, a commandant, and Steyn's  
brother.

## GENERAL NEWS.

LONDON, 15th July, 10 p.m.

PRESIDENT LOUBET'S SPEECH ON  
14TH JULY.

At the celebration of the French national  
fête yesterday, President Loubet, congratu-  
lating the Army after a brilliant review at  
Longchamps, said that owing to their moral  
energy, their prudence, and their patriotism,  
the French troops in the Far East had  
earned the unanimous respect of foreigners.

## REUTER'S SERVICE.

LONDON 13th July.

THE STATES AND JAPAN'S  
INDEMNITY.

Mr. Hay, United States Secretary of State,  
has instructed Mr. Rockhill, Commissioner at  
Peking, to support Japan's application for an  
enlargement of her indemnity from China.

## A FRENCH AIRSHIP.

Successful experiments with a navigable  
airship have been carried out in France. The  
vessel, starting from St. Cloud, rounded the  
Eiffel Tower and returned to St. Cloud.

LONDON, 14th July.

## RUSSIA AND BULGARIA.

There is much comment on the lengthy  
visit of the Russian squadron to Varna with the  
Grand Duke Alexander on board.

## CRICKET—ETON V. HARROW.

Harrow defeated Eton by ten wickets.  
GENTLEMEN V. PLAYERS.  
At the Oval, the Players defeated the  
Gentlemen by ten wickets. Abel scored 247.

LONDON, 14th July.

"ORANGE RIVER GOVERNMENT"  
CAPTURED.

General Broadwood's brigade surprised the  
Boers under Commandant Reitz, capturing the  
so-called Orange River Government, including  
Steyn's brother and papers. Ex-President  
Steyn escaped in his shirt sleeves.

The British force reached Zwartkops with the  
loss of one officer killed, three officers and 25  
men wounded.

## LATEST STEAMER MOVEMENT.

The Imperial German mail steamer *Bayern*  
left Kobe via Nagasaki, Shanghai and Foochow  
on Monday, the 15th inst., p.m., and may be  
expected here on or about Wednesday, the 22nd  
inst.

## POLICE COURT.

Tuesday, 16th July.

BEFORE MR. HAZELAND.

INFRINGING THE ARMS ORDINANCE.  
Messrs. Siemssen & Co. were charged on  
three separate summonses with infringing  
Arms Ordinance No. 35 of 1900 by furnishing  
the Captain Superintendent of Police with an  
incorrect return of arms in their possession for  
the year ending April 30, 1901.

Mr. Badley, Deputy Superintendent of  
Police, prosecuted, and Mr. Hastings, of Messrs.  
Duncan and Hastings, appeared for the defence.  
Mr. Pakham, goldsmith superintendent of the  
Hongkong and Kowloon Wharf and Godown  
Co., Ltd., was the first witness called.

Mr. Badley—Do you know anything about  
arms being stored in your godowns from the  
steamer *Freiburg* on 1st June, 1900?  
Witness—There were 125 cases stored.

Mr. Badley—You knew they contained  
arms?  
Witness—I did not know. The manifest  
was in German, unaccompanied by a translation.  
I only took note of marks.

Mr. Badley—They were stored in your  
godown?  
Witness—Not stored. They were received  
as ship's cargo; we had no instructions to store.

Mr. Hastings—I beg your Worship will take  
note of this; it is very essential. It was put  
into the godown, but not stored.

Mr. Badley—The cases came from the  
steamer *Freiburg*?  
Witness—Yes.

Mr. Badley—By whose orders were they  
stored?  
Witness—They were not stored—only held  
under order from Messrs. Siemssen & Co., who  
were the agents of the ship. We could only  
deliver the cases on order from Messrs. Siemssen  
& Co. The cargo was entirely under their  
control, and we could only act upon orders from  
them.

Cross-examined by Mr. Hastings, witness said  
that the steamer *Freiburg* belonged to the  
Norddeutscher Lloyd Co., of which Messrs.  
Siemssen & Co. are the agents. She came here  
disabled, having her propeller shaft broken.  
Her whole cargo had to be discharged. She  
had cargo for Shanghai, Tientsin and  
other northern ports; 125 cases were consigned  
to Tientsin. Witness could not say whether the  
cases would have been landed at all had the  
steamer not broken down.

In reply to further questions by Mr.  
Hastings, witness admitted it was during the  
time of the troubles up north, and that they  
were frightfully busy and everything in con-  
fusion. He did not know where all the cargo  
was stored.

Mr. Hastings—Do you know anything of  
over a thousand cases missing?  
Witness—I know there were some missing.

Mr. Hastings—Did you know that the 125  
cases were to have gone to Tientsin?  
Witness—Yes. We had instructions to that  
effect.

Mr. Hastings here read instructions to send  
all cargo for Shanghai, Tientsin and northern  
ports by s.s. *Lyceum*.

By the Court—Witness did not know when  
returns were made to Messrs. Siemssen and Co.  
He could not remember about what time he  
heard about the 125 cases not having been  
transhipped.

Mr. Badley—Why was it, if the Kowloon  
Godown Co. had no instructions to store the  
cases, that they were stored?  
Witness stated in answer that the cases  
should never have gone to the godown at all,  
but aboard the s.s. *Lyceum*. Putting them  
in the godown was a mistake.

His Worship said that evidently the storing  
of the cases was done in error; they were only  
intended for transhipment. He asked Mr.  
Badley if he wished to press the charge.

Mr. Badley said he had no desire to do so,  
understanding that the whole charge rested  
on a mistake. His Worship dismissed the first  
summons.

The second summons being in relation to  
three cases of rifles in the godown.

Mr. Pakham, questioned by Mr. Badley,  
stated, that on 16th July, he received thirty-  
three cases, thirty-two marked "S," with a  
diamond, the other one "A. K. & Co." There  
were altogether 133 cases of various marks.

They were stored as merchandise for Tientsin  
in No. 37 Godown. He did not know that the  
thirty-three cases contained arms.

Mr. Badley—Were any of the cases seized  
by the police?  
Witness—Yes, 32 of the before-mentioned  
marks.

The remainder of the 133 cases was shipped  
to other ports. Witness did not know if they  
had an export permit. All cases were held  
under orders of Messrs. Siemssen & Co.

By the Court—No godown warrants were  
issued and no rents or charges paid. As the  
cases were only stored for transhipment, the  
charges would be collected upon delivery.

By Mr. Hastings—Charterers of the steamer  
*Evo*, which brought the cases, were the Hamburg  
American Line, of which Siemssen & Co. were  
then the agents. The steamer belonged to  
Mr. Jensen at Hamburg. The cases were stored  
prior to transhipment to Tientsin.

Scot, Watt, Arms Ordinance officer, depos-  
ed to having seized the thirty-three cases of  
rifles, and stated that Messrs. Siemssen & Co.  
had a license to import and deal in arms, and to  
store the same in certain godowns enumerated in  
the license, but not where the rifles had been  
stored.

Mr. Hastings, addressing the court, said, that  
what his Worship had to consider was whether  
his clients could, as mere agents of a steamship  
company looking after transhipment of goods,  
be considered in the light of importers or  
dealers, as the Arms Ordinance provided. In  
no case whatever could they be considered  
dealers, etc., for having received for tranship-  
ment, on behalf of the shipping firm which they  
represented in this Colony, some cases of rifles.

Why not call the Hamburg American Line  
the importers, or the owner of the chartered  
steamer *Evo*? It was certainly a great stretch  
of language to say the owner of a steamer was  
an importer, because his boat carried the goods  
ordered by some one else. The real importers  
were the persons in Tientsin to whom the guns  
were consigned. The main and only point for  
his Worship to decide was, were the defendants,  
under the circumstances, brought out during the  
examination of witnesses, to be considered  
importers within the meaning of the Ordinance.

His Worship said that, as the point was a very  
important one to decide, he would hold judg-  
ment in abeyance, and adjourn the case *sine die*.

## ILLICIT OPIUM.

Excise Officer Spooner brought two cases of  
illicit opium before His Worship. First,  
a case had 42 loaves of raw opium without a  
certificate, and carelessly attacked the constable,  
who went to arrest him. He received a fine of  
£250 or two months for the opium and three  
weeks' hard labour for the assault.  
The second case of opium was settled with a  
£100 fine.

ALLEGED BREACH OF QUARANTINE  
REGULATIONS.

C. W. Rason, master of the British steamer  
*Lombard*, was charged with breach of quarantine  
regulations, in that he entered the harbour of  
the colony with a plague case aboard, without  
hoisting the quarantine flag, and failed to  
anchor at the quarantine station.

Mr. Bowley, Crown Solicitor, prosecuted, and  
Mr. Master, of Messrs. Johnson, Stokes and  
Master, defended.

Several witnesses were examined and the  
case was adjourned till further notice.

## SUPREME COURT.

Tuesday, 16th July.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (ACTING  
CHIEF JUSTICE).

COLLINS V. GIBSON.

The hearing of evidence was resumed.  
Mr. Francis continued his cross-examination  
of Mr. Gibson, the defendant. The Acetylene  
Lamp Company on one occasion did deal in  
bicycles in April, 1899, before the defendant  
went home. The order for the goods was given  
by Mr. A. P. Ramsey, but was not contained in  
the first letter-book, the page being missing  
from the book. Mr. Ramsey paid by instalment  
for the goods, but defendant could not remem-  
ber whether by cheque or otherwise, nor whether  
Mr. Ramsey received a receipt for the money.  
That money did not go into the defendant's  
pocket, but was credited to the Acetylene Com-  
pany. The order for the bicycles was given,  
defendant thought, either in May or June,  
1899.

A shipping order was produced showing that  
the goods were shipped from America on 10th  
April, 1899.

Mr. Francis—On 15th April. Then why are  
you looking in the books for May and June for  
an order shipped on 15th April?

Defendant—I was not sure when the order  
was given, but I thought it was in the spring  
of 1899.

Mr. Francis—Because you told a lie—that is  
the reason.

Defendant—I told no lie. I looked through  
the books because you told me.

Continuing, the defendant said he knew a  
man named Livingstone, a former schoolmaster,  
but had never had any communication with  
him on behalf of Ramsey & Company. Living-  
stone was in partnership in a bicycle business  
with one McKirdy down in Wanchai, and  
defendant on one occasion took his bicycle to  
him to be repaired.

Mr. Francis—Was that the only transaction  
you had with Livingstone?  
Defendant—Yes.

Mr. Francis—You never wrote him a letter?  
Defendant—No.

Mr. Francis—Just look at that photo of this  
writing, and tell us if it is yours.

Defendant (after examining the writing)—  
Yes, that's mine.

Mr. Francis—Then why did you say you  
never wrote to him? I suppose you thought  
we didn't have that photo?

Defendant—I did not think anything about it.  
Mr. Francis—Just listen while I read the  
letter:—"Dear Livingstone—I find we have  
no one-inch tubing, only one-and-a-half, and  
of two sizes, namely, 20 inches and 21 inches, so try











## TO LET.

"SIMLA HOUSE," MACDONNELL ROAD (above Dr. Gerlach's Residence). A FLAT OF FOUR ROOMS, TWO BATH-ROOMS, COOK-HOUSE, SERVANTS' QUARTERS, STORE-ROOM, &c., commanding full view of the Harbour.

APPLY WITHIN.  
Hongkong, 12th July, 1901. [1768]

## TO LET.

OFFICES in BEACONSFIELD ARCADE.  
SMALL GODOWN in DUDDELL STREET.  
For Particulars, apply to—  
R. C. WILCOX.  
Hongkong, 16th July, 1901. [1784]

## TO LET.

A HOUSE in RIFON TERRACE.  
"FAIRVIEW," Kowloon.  
"THE RETREAT," MOUNT KELLET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 12th July, 1901. [186]

## TO LET.

ROOMS or OFFICES, with SERVANTS' QUARTERS, in FIRST-FLOOR, No. 6, ICE HOUSE LANE.  
A. RUMJAHN.  
Hongkong, 4th July, 1901. [1688]

## TO LET.

POSSESSION, AUGUST 1ST.  
THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.  
For particulars, apply to—  
LAUTS, WEGENER & CO.  
Hongkong, 9th July, 1901. [1730]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 5th July, 1901. [1692]

## TO LET.

SHOPS, OFFICES and FLATS, DES VOUX ROAD CENTRAL (Opposite Lane, Crawford & Co.).  
Apply to—  
HUMPHREYS ESTATE AND FINANCE CO. LIMITED.  
Hongkong, 12th July, 1901. [1134]

## TO LET.

IMMEDIATE POSSESSION.  
3 LARGE UNFURNISHED ROOMS with Separate Bath, use of COOK-HOUSE, &c., \$40.  
Apply to—  
R. ROE.  
Care of Daily Press Office.  
Hongkong, 11th June, 1901. [1754]

## TO LET.

IMMEDIATE POSSESSION.  
3 LARGE and WELL-VENTILATED ROOMS, with BATHROOM and VERANDA, at No. 37, CAINE ROAD.  
Apply to—  
R. J. REMEDIOS,  
Mercantile Bank.  
Hongkong, 11th July 1901. [1755]

## TO LET.

OFFICE with VERANDA attached, No. 12, QUEEN'S ROAD CENTRAL.  
Apply to—  
HEUTERMANN, HERBST & CO.  
Hongkong, 8th July, 1901. [1781]

## TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.  
Apply to—  
KWONG CHEONG WO,  
No. 239, Des Vaux Road.  
Hongkong, 9th July, 1901. [1793]

## BOARD AND RESIDENCE.

MRS. GILLANDERS.  
"GLENWOOD."  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [869]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.  
Apply to Mrs. MATHER.  
2 Pedder's Hill.  
Hongkong, 1st January, 1902.

## BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY.  
"VIRITAS."  
BEACH ROAD WEST.  
FELLSIDE, SUFFOLK, ENGLAND.  
Hongkong, 28th August, 1900. [78]

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Hongkong, 23rd September, 1891. [832]

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## THE EDUCATION OF THE PRODIGAL.

BY GUY ROTHBY

(Author of "Dr. Nikola," "A Bad for Fortune," etc.)

It is a fact, though you may scarcely believe it, that there were certain people in the world, and even in England, who had not heard of Bertie Wentworth. This is the more remarkable for the reason that his mother had openly stated her belief that mankind had never seen the equal of her son. Perhaps had she thought otherwise his earlier career might have been different, but, as the Vicar's wife was wont to declare, she was a poor, sweet creature, who bore her trials "like a Christian," and if only she could have seen it, her son Bertie was not the least of them. The lad was a very tall, thin, and somewhat awkward-looking young man, a Yorkshireman of the old school, who loved work for its own sake, as well as for the money it brought him. He was a woolen manufacturer of unblemished integrity, and as unbending as a rod of iron; in point of fact, to sum it all up, he was the very last person in the world who should have been Bertie Wentworth's father. When Master Bertie came home from school at the conclusion of each term, and brought with him an unsatisfactory report, his father would peruse the document with as much solemnity as if it had been a death warrant. The boy would then be called to the library, to discuss the matter with him, while Mrs. Wentworth sat in her sitting-room, listening to the deep bass voice on the other side of the wall, and weeping and praying in turns. She feared her husband as she feared her own father; she had not two ideas to bless herself with, and for the good of her soul, she had before her, night and day, the comforting conviction that it was from her own side of the family that her unfortunate offspring inherited his apparent incapacity.

In course of time, and at his mother's earnest entreaty, Bertie aspired to the Eastern University. His career within its walls, however, was short, but distinguished. He broke as many of the University statutes as he came in contact with, and ended his course by participating in a scrape so colossal that he found himself journeying back to his home before his second term was half completed. The result, as it should be stated, that the young man was quite aware of the magnitude of his offence, and sincerely repented having committed it. He knew that when he reached his home there would be what he termed "a word of a row," and he had the wit to foresee that it could never be possible for him to live with his parent again. He reflected upon these and other matters, as he rode through the park in a hired fly, and by the time he reached the front of the house had made up his mind. The dignified butler, who had been twenty-five years in his present situation, and who copied his master's manner, opened the door to him with an air that seemed to say, "all hope abandon ye who enter here." And indeed there was not much hope.

"Is my father at home?" he enquired.  
"He is awaiting your coming in the library, sir," said the man. "He saw your conveyance enter the park."  
When Bertie had removed his hat and coat, he made his way towards the room in question. As he passed the drawing-room, however, the door opened, and his mother came out. She drew him back into the room, and putting her arms round his neck, wept copiously upon his shoulder.

"Oh, my boy, my boy," she cried, "why did you do it? It was so thoughtless, and you don't know how angry your father is about it."  
Bertie thought that he could hardly have a very good guess, but he did not wish to say anything to his mother upon the subject.  
"I was a fool, mother," he said, "and now I must pay the penalty of my folly."  
"I have tried to make your peace with your father," she continued, "but he will hear nothing. Whatever you do, I pray you to be careful how you answer him."

"I will try not to rile him, mother," said the youth; "but he always manages to put the case so nastily that he ends by making me lose my temper."  
At that moment there was the sound of a heavy footstep in the passage outside, the handle of the door was turned, and Mr. Wentworth entered the room. Having put up his glasses he saw the mother and son together.

"So this is the way you enter my house, sir, is it," he began. "Instead of taking care that the first person you interview should be your father, you fly to your mother, and endeavour to induce her to intercede with me on your behalf. But it will avail you nothing, I promise you that. Follow me to the library."

Like a criminal going to his execution Bertie followed his sire to the room in question. A more appropriate apartment for the interview could scarcely have been chosen. It was as cold and cheerless as his master's.  
"So, sir," said the old gentleman, when he had seated himself in his stiff-backed arm-chair, "despite the fact that I have saved and contrived to give you the education of a gentleman, you have shown yourself incapable of appreciating my kindness. Though enrolled as a member of a college replete with glorious traditions, you have preferred to become the associate of low class racing beggars and fighting men."  
"Oh, come now, father, it's not quite so bad as that," persisted Bertie. "I'm sure."

"Hold your tongue, sir," cried the old man. "How dare you interrupt me? I repeat that you preferred to associate with such men, and to share their shameful pursuits rather than take advantage of the education I had provided for you. At last by an act which I will not sully my lips by describing, you find yourself expelled from the University, a broken and disgraced man. Is dishonouring yourself, you have dishonoured me. I am determined that you shall not do so again. For the future I neither desire, nor do I intend, to see your face. You leave this house in half an hour's time, and you will never enter its doors again. Here is a letter to my London agents, in which I authorize them to pay you the sum of five hundred pounds. When that is spent you must look elsewhere for more. It is the last you will receive from me. Henceforth I wish my hands of you."

Bertie took the letter, scarcely conscious of what he was doing, and placed it in his pocket. Knowing that he was hopeless to expect any mercy from his father, he turned to his sister, who he heard a heavy sigh and left the room. Making his way to his bedroom he put together a few things, and then descended to the hall, where his weeping mother joined him, and led him once more into her own room. She had been informed of his father's decision, and though it broke her heart to let him go, she dared not appeal against it. Having kissed and blessed him, she bade him write to her, and had just time to squeeze four five pound notes into his hand, before the butler entered the room to inform him that the carriage was at the door. Ten minutes later Bertie Wentworth had passed out of the park, and the home of his fathers lay behind him. With him he reached the high road, he stopped the coachman and left the carriage.

"Take my bag on to the station, Williams," he said, "I will walk. There is plenty of time."

The man touched his hat and obeyed. After he had gone, Bertie strolled on through the village until he reached the Doctor's house. There he had always been a favourite, particularly with the daughter of the house, pretty Miss Mildred. He rang the bell and asked to see Mrs. Benson. When the good lady made her appearance in the drawing-room he told her what had happened, and of his intention to leave England for Australia forthwith. Then he asked permission to say good-bye to Mildred. It was readily granted, and presently the girl entered the room. She was a dainty creature, with the softest hair and loveliest blue eyes in all the world. What was more she had been in love with Bertie ever since her childhood. Once more the miserable youth told his tale. But this time he poured it into sympathetic ears, and with additions that it would be scarcely soonly on my part to enter here. She heard him out, and then gave him her hand.

"I will wait for you to the end of my life," she vowed. "Remember, Bertie, whatever the world may say, I believe in you."

With this benediction ringing in his ears he left the house and walked on to the railway station. Though he did realize it, the prodigal had advanced another step on his road to reformation.

He reached London the same night, and on the following morning cashed the letter at the office of his father's agents. A week later he set sail for Australia. He landed in Brisbane in due course, and then looked about him to discover what he should do to make the fortune on which he intended to marry Mildred. Four hundred pounds of his capital still remained to him, but how to employ it to the best advantage was a riddle he found some little difficulty in solving. It was too small an amount to enable him to purchase even the remotest interest in a station, and too large to leave lying idle in the bank. Eventually he purchased a partnership in an up-country store, and, not having made sufficient enquiries beforehand, awoke one morning to find himself bankrupt, and his partner gone.

After that he drifted out into the West, tried a variety of employments on sheep and cattle stations, and, though he did not know it, was every day becoming a better and more self-reliant man. Then came the news of the great rush to the Charleville Diggings, whereupon, still having the making of his fortune in view, he purchased a pick and shovel, and set off to the field. But he was no more successful there than he had been elsewhere. He had just sufficient money left from his last wages to purchase a minor's right, and to pay out a claim. He worked upon it with despairing energy only to discover that it was useless. His right hand neighbour, however, "struck it rich," as the saying goes, and after doing well out of it himself, disposed of it to a syndicate for a very considerable sum. Having no money left, Bertie found himself reduced to the position of a day labourer, working for a wage barely sufficient to keep body and soul together. But he did not despair; a pair of blue eyes were continually with him, encouraging him to persevere. "Then that fool friend of mine," he said, "who for three months he occupied a bed in the Bush Hospital upon the hill. Once or twice he stood perishingly near death's door, and as the doctor informed him, it was little short of a miracle that he escaped. When he was discharged from the hospital it was without a halfpenny to his name, and also without the prospect of obtaining employment. What he was going to do he did not know. He had not sufficient strength to work, and to beg he was ashamed. As he wandered down the hillside he thought of the change that had come over his life, of the days when he had been a thoughtless undergraduate, regarding his allowance as soon as he received it; when he had been a first-class passenger on board a great ocean mail steamer bound for Australia, drinking champagne, and staking five pound notes on the day's run; and then looked upon himself as he was now, clad in a rough Crimean shirt, a pair of mottled trousers, and with a dirty mud-stained hat upon his head. It was just six o'clock p.m. in Australia, and something like nine a.m. in England. Probably at that moment his father was seated in his office at the mill, portly, sedate, and master as of yore. Strange thought it may seem after what had transpired, he found himself thinking of that father with an affection he had never entertained for him before. Hard as the old man had been, he was still his father, and blood is proverbially thicker than water.

"I was a precious 'bad lot,'" he said to himself, "and I don't wonder that he got tired of trying to keep me straight."

From his father his thoughts turned to his mother, and being weak after his long illness, he found his eyes filling with tears. That night he slept under a gum tree in the open and when day dawned, for the first time in his life, he had not the slightest intention to purchase a breakfast. Returning to the Township, he wandered up and down the straggling street looking for a face he knew. He was not successful, however. A new field had come into existence thirty miles away, and Glaxville was well nigh deserted. Presently, feeling sick from want of food, he sat down, and fainted away.

(To be continued.)

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[1735]



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LONDON	ALBION	Brit. str.	—	E. Spicer	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 27th inst.
LONDON	PELUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th August.
LONDON	STENFOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th August.
LIVERPOOL DIRECT	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd September.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
BREMEN, via PORTS OF CALL	BAYERN	Ger. str.	—	H. Blecker	MELCHERS & CO.	On 15th August.
MARSEILLES, via PORTS OF CALL	ANNAM	Fr. str.	—	Schmidt	MELCHERS & CO.	On 25th inst., at Noon.
MARSEILLES, via PORTS OF CALL	SAMBIA	Fr. str.	—	Schneider	MELCHERS & CO.	On 28th inst., at 1 P.M.
HAMBURG & HAMBURG	WUERZBURG	Ger. str.	—	Schneider	MELCHERS & CO.	To-morrow.
HAMBURG & HAMBURG	ACILIA	Ger. str.	—	Schneider	MELCHERS & CO.	On 28th inst.
HAMBURG & HAMBURG	ALEXANDRIA	Ger. str.	—	Schneider	MELCHERS & CO.	On 9th August.
HAMBURG & HAMBURG	SHIBIRIA	Ger. str.	—	Schneider	MELCHERS & CO.	On 2nd September.
HAMBURG & HAMBURG	ANDALUSIA	Ger. str.	—	Schneider	MELCHERS & CO.	On 10th September.
HAMBURG & HAMBURG	Hudson	Brit. str.	—	Schneider	MELCHERS & CO.	On 21st September.
NEW YORK via PORTS & Suez Canal	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On or about 1st August.
NEW YORK via PORTS & Suez Canal	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On or about 15th August.
NEW YORK	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	Quick despatch.
NEW YORK	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 25th inst., at Noon.
NEW YORK	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 28th inst., at 1 P.M.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	To-day, P.M.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 15th August, at Noon.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	To-day, P.M.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 25th inst.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 28th inst., at 4 P.M.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 2nd inst., at Noon.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 3rd inst., at Noon.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On or about 15th Sept.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 24th inst., at 4 P.M.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 26th inst., at 4 P.M.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 24th inst.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	To-day, at 4 P.M.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 2nd August, at Daylight.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 19th inst., at Noon.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 22nd inst.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On or about 18th inst.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 19th inst.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On or about 20th inst.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On or about 20th inst.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	To-day
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 24th inst.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 31st inst., at Daylight.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 21st inst.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	To-day, at 10 A.M.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 24th inst.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 19th inst., at 4 P.M.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 23rd inst., at 5 P.M.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 24th inst.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 20th inst., at 3 P.M.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 19th inst., at Noon.
MARSEILLES, via PORTS OF CALL	ARARA	Brit. str.	—	Schneider	MELCHERS & CO.	On 19th inst., at Noon.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
BINGO MARU	Kobe and YOKOHAMA	WEDNESDAY, 17th July, at 4 P.M.
F. Davies	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon.
KAGOSHIMA MARU	NAGASAKI, Kobe and YOKO.	FRIDAY, 19th July, at Noon.
K. Kori	HAMA	FRIDAY, 19th July, at Noon.
KASUGA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 26th July, at Daylight.
KANAGAWA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BIRBAKE	FRIDAY, 26th July, at 4 P.M.
YAWATA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJOI, KOBÉ and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
KIRISUTSU MARU	KOBÉ and YOKOHAMA	FRIDAY, 2nd Aug., at Daylight.
TAMBA MARU	KOBÉ and YOKOHAMA	FRIDAY, 2nd Aug., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Local Branch Office at Prince's Building, First Floor, Chater Road. A. S. MIHARA, Manager.

Hongkong, 1st July, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
GLENOCLE	3,750	W. Frakes	July 26th
TACOMA	2,811	J. Alvon	August 6th
BRANMAR	3,001	W. Watt	August 27th
DUKE OF FIFE	3,821	J. S. Cox	September 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32. Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35. The best route to the Klondike Gold Fields. Frequent sailings from Victoria and Tacoma to DYRA and St. MICHAEL.

Rates of Passage to other Ports on application. A Special Rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 17th July, 1901.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI	{ COROMANDEL } About 18th { Freight or Passage.
SHANGHAI AND BANCA	{ F. W. Vibert, R.N.E. } July
JAPAN	{ E. P. Martin, R.N.E. } About 20th { Freight.
LONDON, &c.	{ SUNDA } Noon, 20th { See Special Advertisement.
SHANGHAI	{ TIENTSIN } About 20th { Freight only.
LONDON	{ SHANGHAI } About 27th { Freight or Passage.
	{ E. Spicer, R.N.E. } July

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 11th July, 1901.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	THURSDAY	25th July
BAYERN	THURSDAY	25th August
STUTTGART	THURSDAY	22nd August
KONIG ALBERT	THURSDAY	5th September
PRINZESS IRENE	THURSDAY	19th September
PRINZ HEINRICH	THURSDAY	3rd October
PREUSSEN	WEDNESDAY	16th October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	30th October
SACHSEN	WEDNESDAY	13th November
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	27th November
BAYERN	WEDNESDAY	11th December
STUTTGART	WEDNESDAY	25th December
KONIG ALBERT	WEDNESDAY	8th Jan., 1902
PRINZESS IRENE	WEDNESDAY	22nd Jan., 1902
PRINZ HEINRICH	WEDNESDAY	5th Feb., 1902
PREUSSEN	WEDNESDAY	19th Feb., 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	5th Mar., 1902
SACHSEN	WEDNESDAY	19th Mar., 1902

ON THURSDAY, the 25th day of July, 1901, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Blecker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 23rd July, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 24th July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 24th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 15th July, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

"EMPERESS OF JAPAN" Comdr. H. Pybus, R.N.E. WEDNESDAY, 17th July, 1901.  
"EMPERESS OF CHINA" Comdr. R. Archibald, R.N.E. WEDNESDAY, 7th Aug., 1901.  
"EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 28th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVE (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN, and the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Passenger connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, as passengers to Great Britain and the Continent are given choice of tickets to various points at reduced rates, Good for 4, 6, 8, 10 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE. The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

"TARTAR" 4,425 Tons. Comdr. G. D. Bowles, R.N.E. WEDNES., 14th Aug., at Noon.  
"ATHENIAN" 3,882 Tons. Comdr. H. Mowat, R.N.E. WEDNES., 14th Aug., at Noon.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. B. BROWN, General Agent, Pedder's Street.

Hongkong, 9th July, 1901.

## HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRECHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS	DESTINATIONS	SAILING DATES
SAMBIA	HAVE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 18th July. Freight.
WUERZBURG	HAVE & HAMBURG (Calling at Singapore and Penang)	On 25th July. Freight.
ACILIA	HAVE & HAMBURG (Calling at Singapore and Colombo)	On 9th Aug. Freight.
ALEXANDRIA	HAVE & HAMBURG (Calling at Singapore and Penang)	On 2nd Sept. Freight.
SIBIRIA	HAVE & HAMBURG (Calling at Singapore and Colombo)	On 10th Sept. Freight and Passage.
ANDALUSIA	HAVE & HAMBURG (Calling at Singapore and Penang)	On 21st Sept. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 6th July, 1901.

## SHIPPING.

## ARRIVALS.

July 16, GUERIN, British str., 2,500, W. G. McArthur, Sydney and Melbourne 22nd June, General—GIBB, LIVINGSTON & CO.  
July 16, SAMBIA, German steamer, 1,623, G. Schmidt, Foochow 14th July, General—HAMBURG-AMERIKA LINE.  
July 16, KUBANG, British str., 1,905, Solby, Samung 7th July, Singar—JARDINE, MATHESON & CO.  
July 16, KAGAWA MARU, Japanese str., 2,368, H. Frase, Australia 19th June and Manila 14th July, General—NIPPON YUSEN KAISHA.  
July 16, WIDBANG, British str., 1,577, Sellar, Canton 16th July, General—JARDINE, MATHESON & CO.

## CLEARANCES.

At the Harbour Master's Office, 16th July.  
Indraguna, British str., for Amoy.  
Otago, British str., for Shanghai.  
Sutong, British str., for Singapore.  
Toum, American str., for Haiphong.  
Hiroshima Maru, Japanese str., for Kobe.  
Illion, French str., for Peking.  
Hongkong, German str., for Canton.

## DEPARTURES.

15th July.  
FIREBRAND British tugboat, for Canton.  
IRIS, American tugboat, for Manila.  
REILLY, American tugboat, for Manila.  
SAN ANTONIO, American tugboat, for Manila.  
ELSA, German tugboat, for Manila.  
AMARA, British str., for Newchang.  
16th July.  
OBI, British str., for Kaituma.  
OLYMPIA, British str., for Tacoma.  
BUSANO, British str., for Calcutta.  
MICHAEL, German str., for Haiphong.  
RAJAHMUN, German str., for Bangkok.  
ELSA, German str., for Canton.  
LOONGMOON, German str., for Canton.  
TOONAN, American str., for Haiphong.  
THYR, Norwegian str., for Haiphong.  
HIROSHIMA MARU, Japanese str., for Kobe.

## VESSELS IN DOCK.

16th July.  
ABERDEEN DOCKS.—Union, Nanshan, Sung-Hang, Y. Kaitum, Sishan, Pinyu, COSMOPOLITAN DOCK.—Colonia.

## SHIPPING REPORT.

The British steamer Cadiz, for Sydney and Melbourne 22nd June, Manila 13th July, experienced moderate winds and was throughout trip. In vicinity of Philippines heavy rain squalls and generally threatening appearance of weather. Moderately fine weather with rain squalls from Manila to port; rougher at times. July 10th passed str. Talydian, off Basilan Strait, from China for Australia. July 15th, 11 A.M., pass'd str. Tientsin, in lat 19° N., long 116° E., from China for Manila.

## VESSELS PASSED ANKER.

June 21, British 4-m. barque, Crown of India, Williams, March 23, from Cardiff for Nagasaki.  
June 21, Brit. str., Richmond, from the East.  
June 21, French barque, Marshal Davout, Ogier, March 22, from Cardiff for Nagasaki.  
June 21, British str., Duke of Devonshire, Makepeace, from London for Batavia.  
June 21, French barque, Francis Coppee, Daunt, March 9, from Cardiff for Amoy.  
June 21, German barque, G. H. Hoppner, Mahr, March 15, from Hamburg for Kienchow.  
June 21, Dutch str., Konink Willem II, Bakker, June 26, from Batavia for Amsterdam.  
June 21, Brit. str., Lancet, from the East.  
June 21, Dutch str., Cyclops, Young, from Amsterdam for Batavia.  
June 21, Brit. str., Candlestick, from the West.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.  
ARRAGON, Arabic, British str., E. Fey—David Sassoon, Sons & Co.  
GUTHRIE, British str., W. G. McArthur—Gibb, Livingston & Co.  
SAINT IRIS, British str., Clements—Order.  
SEA WICH, American ship, Howes—Master.

## VESSELS ON THE BERTH.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, KAHACH, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE (Adriatic Ports).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above TO-DAY, the 17th inst., 1 P.M. Silk and Valuable cargo transhipped on arrival at Bombay into an accelerated liner. For information as to Freight, apply to SANDER, WIELE & CO., Agents.

Hongkong, 1st July, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"BRIDAN,"

will be despatched for the above ports on or about THURSDAY, the 18th inst., 1 P.M. For Freight or Passage, apply to P. DE CHAMPMORIN, Acting Agent.



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DOE
GLASGOW and LIVERPOOL	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL	"IDONEUS"	On 27th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 13th August.
GLASGOW and LIVERPOOL	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 4th September.

FOR	HOMEWARDS.	TO SAIL
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"DEUCALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"GLAUCUS"	On 18th July.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th August.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 17th July, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY, NINGPO and SHANGHAI	"WHAMPOA"	On 17th July.
SHANGHAI	"CHINKANG"	On 19th July.
TIENTSIN	"NANCHANG"	On 22nd July.
LOILO and CEBU	"KASHING"	On 24th July.
PORT DARWIN	"TSINAN"	On 24th July.
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 24th July.

\* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 5th July, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
P. L. Y. M. U. T. H. & L. O. N. D. O. N.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CEYLON, AND AMERICAN PORTS.

## THE Steamship

"SUNDA,"  
Captain E. R. Dowell, R.N., carrying His Majesty's Mails, will be despatched for the route Bombay, on SATURDAY, the 20th July, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
H. A. HITCHIE,  
Superintendent.

Hongkong, 8th July, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at THOR, PORT DARWIN, and CROOKLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"AUSTRALIAN,"  
Captain Helms, will be despatched for the above ports on WEDNESDAY, the 24th July, at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 1st July, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.  
THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September.  
Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 16th July, 1901.

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"GALIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DOMC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.

THE O. & O. S. S. Co.'s Steamship "GALIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rates.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for their return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, or a Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 15th July, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

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For further particulars, apply at  
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To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits;  
FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to  
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 22nd June, 1901. [1624]

FOR NEW YORK.  
THE 33 A.I.I. American ship  
"L. SCHEPP"  
will load for the above port, and will have quick despatch.

For Freight, apply to  
CARLOWITZ & CO.  
Hongkong, 3rd June, 1901. [1414]

FOR NEW YORK.  
THE 33 A.I.I. American Ship  
"MANUEL LLAGUNA"  
will load during September and October, sailing about 25th October.

For Freight, apply to  
SHEWAN, TOMES & CO.  
Hongkong, 11th July, 1901. [1753]

NATAL LINE OF STEAMERS.

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For Freight and further particulars, apply to  
DODWELL & CO. LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

## FOR NEW YORK.

THE 3/3 A.I.I. American ship  
"I. F. CHAPMAN"  
shortly expected here from KOBE, will load for the above port, and will have quick despatch.

For Freight, apply to  
ARNOLD, KARBURG & CO.  
Hongkong, 2nd July, 1901. [1607]

## HONGKONG.

Anping Maru, Jap. str., 1,058, Atsumi, July 13,	Mitsui Bussan Kaisha
Armaton Apar, Brit. str., 2,879, Fey, July 15,	David Sassoon, Sons & Co.
Bingo Maru, Jap. str., 3,780, Davies, July 15,	Nippon Yusen Kaisha
Chowta, German str., 1,155, Musing, July 12,	Butterfield & Swire
Empress of Japan, British str., 3,003, July 9,	C. E. B. Co.
Gaelic, British steamer, 2,601, Finch, July 13	O. & O. S. S. Co.
Glenn, British str., 2,274, Rafferty, July 9,	McGregor Bros. & Gow
Guthrie, British str., 2,500, McArthur, July 16,	Gibb, Livingston & Co.
Hailan, French str., 377, Anderson, July 14,	A. R. Marty
Haitan, British steamer, 1,183, Reach, July 14,	Douglas Lapaik & Co.
Hohao, French str., 309, Morles, July 14,	A. R. Marty
Hongkong, French str., 862, Panjier, July 15,	A. R. Marty
Indrapura, British str., 3,151, Hollingsworth,	July 6, Sherman, Tomes & Co.
Kasuga Maru, Jap. str., 2,368, Fraser, July 16,	Nippon Yusen Kaisha
Katsung, British str., 1,495, Selby, July 16,	Jardine, Matheson & Co.
Lombard, British str., 1,658, Raiser, July 8,	Dodwell & Co. Ltd.
Mactuff, British str., 1,832, Clegg, July 15,	Dodwell & Co. Limited
Maria Valeria, Aust. str., 2,648, Berberovich,	July 15, Sander, Weiler & Co.
Munich, German str., 4,691, Krebs, May 28,	Melchers & Co.
Nanshan, British str., 1,290, Jones, June 27,	Bradley & Co.
Oak Branch, British str., 2,064, Scholl, June 12,	Dodwell & Co. Limited
St. Irene, British str., 2,474, Clements, July 8,	Order
Sambha, German str., 3,623, Schmidt, July 16,	Hamburg-Amerika Linie
Simongang, Dutch str., 1,818, Seadman, April 18,	Chinese
Sihuan, British str., 852, H. Holton, July 9,	Bradley & Co.
Sunghang, British str., 1,021, Moore, July 6,	Butterfield & Swire
Whampoa, British str., 1,109, Lavar, July 11,	Butterfield & Swire
Wingung, British str., 1,517, Sellar, July 11,	Jardine, Matheson & Co.
Y. Sontun, Austr. str., 535, Geritole, July 13,	Order
Yuenang, British str., 1,128, Rolfe, July 15,	Jardine, Matheson & Co.

## RAILWAY VESSELS.

Celest Barrill, British ship, 1,744, Jofry, May	20, Order
Holliswood, Amr. bark, 1,084, Knight, June 14,	Order
L. Schopp, Amr. ship, 1,673, Kendall, July 5,	Carlowitz & Co.
Manuel Llaguna, Amr. ship, 1,650, Nichols,	June 30, Standard Oil Co.
M. de Villars, French bark, 1,171, Rionol, May	31, E. A. Trading Co. Limited
Sea Witch, Amr. ship, 1,172, Hoves, Feb. 21,	Master

On Sale at Local Newsagents and H. RUTON'S, 30th May, 1901. [1383]

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Hongkong, 18th March, 1901. [782]

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